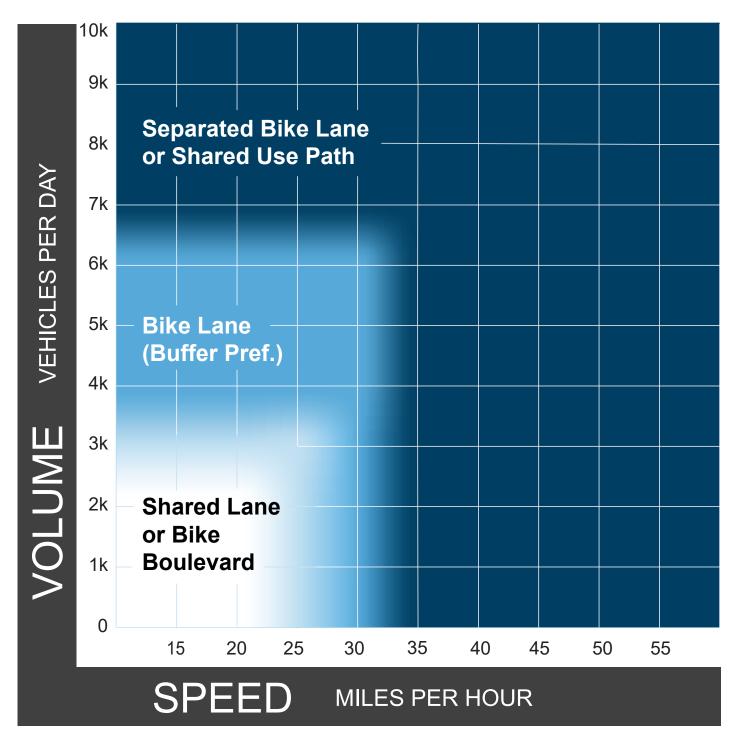
Figure 9: Preferred Bikeway Type for Urban, Urban Core, Suburban and Rural Town Contexts



Notes

- 1 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 2 Advisory bike lanes may be an option where traffic volume is <3K ADT.
- 3 See page 32 for a discussion of alternatives if the preferred bikeway type is not feasible.

20k Shoulder 10k VEHICLES PER DAY 5k **Shoulder** 2k VOLUME 1.5k **Shoulder** 1k **Shared** 500 Lanes ≤25 30 35 40 45 50 55 60

Figure 10: Preferred Shoulder Widths for Rural Roadways

Notes

1 This chart assumes the project involves reconstruction or retrofit in constrained conditions. For new construction, follow recommended shoulder widths in the AASHTO Green Book.

MILES PER HOUR

- 2 A separated shared use pathway is a suitable alternative to providing paved shoulders.
- 3 Chart assumes operating speeds are similar to posted speeds. If they differ, use operating speed rather than posted speed.
- 4 If the percentage of heavy vehicles is greater than 5%, consider providing a wider shoulder or a separated pathway.